

CLASSIFICATION SECRET		REPORT NO. [REDACTED]	
COUNTRY	Germany (Soviet Zone)	TOPIC	
CONFIDENTIAL		25X1	
EVALUATION [REDACTED] 25X1		PLACE OBTAINED [REDACTED]	
DATE OF CONTENT 22 and 23 April 1951		25X1	
DATE OBTAINED [REDACTED] 25X1		DATE PREPARED 21 May 1951	
REFERENCES [REDACTED]			
PAGES 2		ENCLOSURES (NO. & TYPE) 1 - sketch on ditto 25X1	
REMARKS			

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1. On 22 April 1951, Koethen airfield was observed from its southern edge. The Koethen-Baasdorf (M 52/D 95) road was recently blocked for all traffic. There was no flying although the weather was good. Two jet fighters were parked in front of a hangar. Their air exhaust apertures were covered with red sheet plates. Eight jet fighters with swept-back wings were seen in the dispersal area south of the runway.

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2. On 23 April, 15 jet fighters with swept-back wings were counted in the northwestern corner of the taxiway. Flying started at 7:30 p. m. and still continued at 8:30 p. m. Four jet fighters took off individually at intervals of about 2 to 3 minutes, flying one large circle over the field then landed. After landing the planes taxied to the dispersal area and four other jet fighters took off. Their wing tips, tail, and the extended landing gears together with the nose wheel had lights.
3. Lamps fitted on tripods were seen on the southern edge of the runway. Similar lamps were mounted on poles about 2 to 2.5 meters high in the eastern extension of the runway. In the eastern extension of the runway there was a tent with a braced radio mast next to it. A cable coming from the direction of the runway via poles led into the tent and terminated at the public power mains near the switch station. There were six lamps about 100 meters west of the eastern end of the runway, perpendicular to the runway. About ten additional lamps were seen east of the Koethen-Baasdorf road. Three searchlights located about 500 meters southeast of the triangulation point 92.2 illuminated the entire runway. A rotary searchlight was about 300 meters southwest of triangulation point 92.2. No airfield boundary lights were seen. (2)
4. During flying activity a humming noise was heard from the tent in the eastern extension of the runway. A closed truck was parked next to the tent when flights were made. The mast was braced at four points on all

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sides. These guy wires were interconnected four times by insulated chains. There was a sphere on top of the mast. Another tent was south of the eastern approach lane. There was a closed truck next to it. A radio truck with an extended whip antenna was parked at the dispersal area.

5. Local residents said that the new unit arrived at the field on 14 April and that the army unit previously stationed there left on the night of 20 April. (3) It was conspicuous that no Soviet Army personnel were seen at the field and that the parking places previously occupied by the Soviet Army vehicles were vacant. (4)

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Comments.

- (1) The two fighter regiments, previously stationed in Zerbst, are now believed to be located in Koethen.

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The motor vehicles probably belong to the ground units of the fighter regiments.

- (2) The mast in the eastern extension of the runway was probably the inner landing beacon. For arrangement of lighting facilities, and other data, see Annex.

- (3) Zerbst airfield was evacuated on 6 April 1951. According to another source, one of the two fighter regiments previously stationed in Zerbst was observed in Koethen on 12 April 1951.

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- (4) The Soviet Army troops previously stationed at the field probably belong to the 7th Cds Tank Div. They were transferred to Letzling Heath in the middle of April 1951.

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1 Annex: 1 sketch on ditto.

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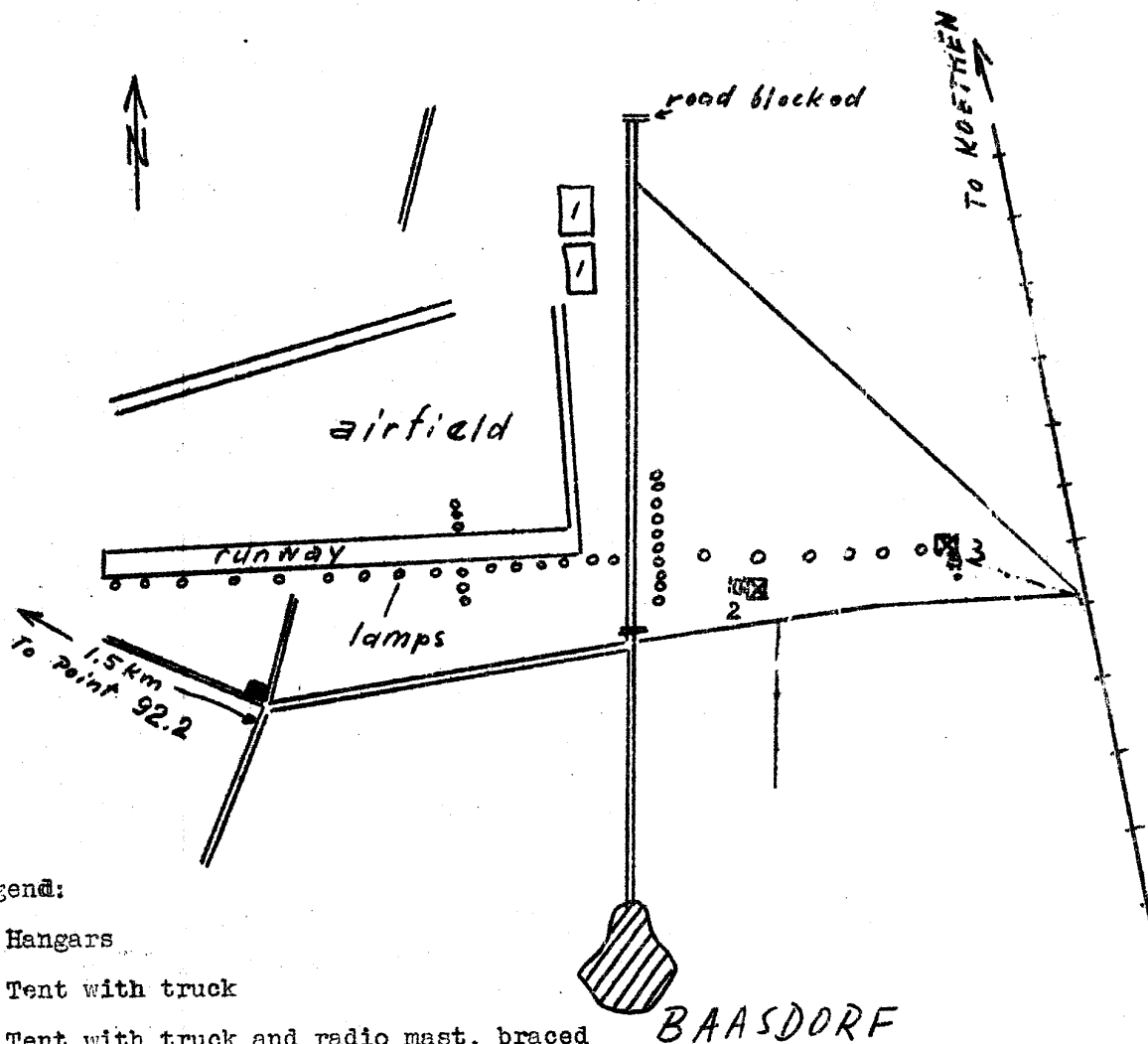
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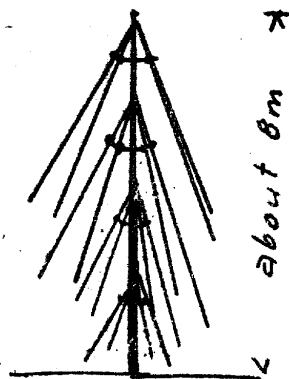
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Koethen Airfield



Radio Mast with Guy Wires at Four Points



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